



October 18, 2010

Dear Kitchen Cabinet members,

I spent the better part of last week in New York, having been invited to participate in a forum at the Vera Institute of Justice, a non-governmental criminal justice research and policy organization, based in New York City.

The institute combines expertise in research, demonstration projects and technical assistance to help leaders in government and civil society improve the systems people rely on for justice and safety.

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I've been sending out these updates for over three years now, and the upcoming 2011 session will no doubt be a very important one for our state. **Sign up to get updates about what's going on in Olympia.**

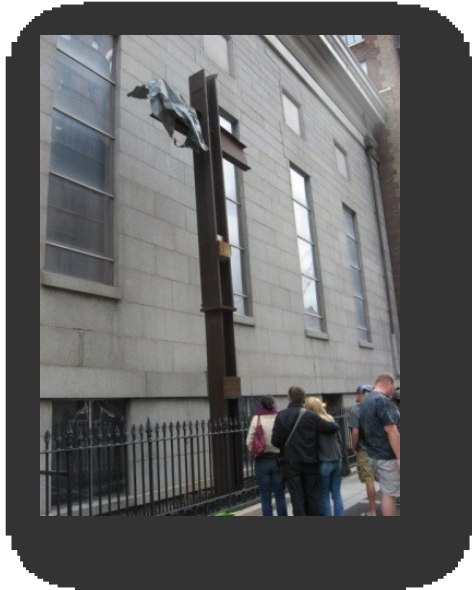
**As it turns out, the organization really admires what we've done with evidence-based programs instead of "best-practices" programs**, and they wanted me to come speak to them about the prison and supervision reform laws I helped create in 2007. In fact, many of the representatives of the institute made mention of their interest in what our state has been doing in the realm of public safety, even going so far as to announce that when they want to find out what evidence-based programs work to reduce recidivism and so forth, they pick up the phone and call "Mount Olympia."

## Public safety reform laws become national model

Also present at the conference in New York were representatives from the state governments of Illinois, Oregon, New Jersey, Washington State, and Washington D.C. The conference itself was to showcase how the work done by our state's [Institute for Public Policy \(WSIPP\)](#) could be applied to

other states in the area of criminal justice. It's obvious that our state has become a national leader in using programs that are evidence-based rather than best-practice.

One of the benefits of this is that, at a time when the state has very little (if any) money to put into further research in these areas, other governmental entities (both federal and state) are very eager to carry forward with the reforms that we've begun here in Washington. **In fact, some have even contributed money to the WSIPP to keep those with valuable experience in the realm of criminal justice studies from being laid off.**



I also thought you might want to see some of the photos I took while in New York, specifically at Ground Zero, the former site of the World Trade Center towers.

In this picture, you can see steel I-beams that were pulled from the wreckage in the shape of a cross. That piece of rubble has been left on display at the site, showing both how destructive the attack was and how strong our faith is that as a nation, we can rebuild.

Another awe-inspiring site is the church that stands literally across the street from where the towers once stood. When they came down, the towers took several other buildings with them, **yet this little church with a graveyard in front had barely a scratch it.**

In the immediate days following 9/11, the church was used as an impromptu command post as searchers dug through the rubble. I looked carefully at the building, the fences, the gravestones and the trees on the property and they all seem to have made it through the attack nearly unscathed.





It was a very impressive site to see Ground Zero on my first trip to New York City, and I'd recommend that everyone who hasn't yet should make it a priority of places to visit when in New York. It's a very moving and emotional place, and being there really helps connect you with the tragedy that occurred almost ten years ago.

## DOT must face facts when it comes to I-5 corridor

It's obvious to anyone traveling on I-5 north or south past Joint Base Lewis-McChord during rush hour that something has to be done to relieve the traffic congestion that forms when four lanes are reduced to three in that area. **Yet the state Department of Transportation seems intent on encouraging people to use ride sharing, public transportation or telecommuting as an alternative to what really needs to be done, and that's widening the freeway.**

I recently sent a letter to our U.S. Senator, Patty Murray, which I co-wrote with my colleague, [Sen. Randi Becker](#) (2nd Legislative District, Eatonville). The letter details our state's transportation difficulties in this area, and suggests funding sources for immediate relief of congestion. You can read my letter here:



## Washington State Senate

October 11, 2010

The Honorable Patty Murray  
United States Senator  
173 Russell Senate Office Building  
Washington, D.C. 20510

Dear Senator Murray,

Recently, the Washington State Department of Transportation, Joint Base Lewis-McChord and the cities of Lakewood and DuPont submitted a joint application for the Tiger 11 Planning Grant. If awarded, Washington State can start preliminary engineering and environmental documentation on solutions to the congested area on Interstate 5 from Mounts Road (Exit 116) to State Route 512 (Exit 127). Because of growth at Joint Base Lewis-McChord, this 11-mile segment must be improved. As Washington State Senators who represents the 2<sup>nd</sup> and 28<sup>th</sup> Legislative Districts, in which most of this congestion is located, we are greatly concerned and would appreciate your immediate support.

The explosive growth of Joint Base Lewis-McChord has resulted in a complete traffic standstill through the I-5 corridor. This is not a problem that the cities or the military can resolve by themselves. This is both a state and federal problem. Congestion is projected to worsen and The Tacoma News Tribune stated that by 2016 the base's population would be the equivalent of a medium-sized city in Washington, housing more than 36,000 soldiers and their families.

I-5 is the only way to get north or south in Western Washington. This area is a major economic lifeline for our state and its citizens. Working families, both military and civilian, as well as commerce all depend on the same stretch of road. Military readiness is also compromised due to congestion in the corridor. Add to that the ever-increasing number of soldiers and their families being stationed at Joint Base Lewis-McChord (estimates are 14,000 more by 2016) and we have a very serious problem that will soon affect everyone in Washington. One six-lane freeway heading in and out simply won't be able to handle the increased load.

There are no parallel arterials connecting neighboring cities, forcing all Western Washington travelers to use I-5. This area of Interstate 5 carries approximately 145,000 vehicles per day, yet is reduced from eight lanes to six just outside the base at Tillicum. As a result, the entire I-5 corridor from State Route 512 down to the Nisqually River is essentially a parking lot multiple times each day. The only other alternate route is Highway 510 east through Yelm. Highway 510 is a two-lane highway and is not capable of handling the overflow of traffic.

Everyone from the federal government and the Military Department down to local government and private citizens has to work together to fix this problem. The state and federal government must work diligently to find the funding to expand vehicle capacity on I-5 in this congested area. The Tiger 11 grant will assist in laying the groundwork necessary to move forward.

Sincerely,

  
Senator Mike Carrell  
Washington State Legislature  
28<sup>th</sup> Legislative District

Sincerely,

  
Senator Randi Becker  
Washington State Legislature  
2<sup>nd</sup> Legislative District

## “Trust but verify” felon voting laws upheld

My prison and supervision reform bill from 2007 had provisions in it which dealt with felon voting, something I referred to as a **“trust but verify”** system. However there were some parts that the House of Representatives could not agree to, so it was removed before final passage. Then, two sessions ago, a House bill making its way through the Legislature would have granted felons the ability to vote once they were released from prison, with no regard to whether they had earned that right or not. You could say it was a *“trust and hope”* system. However, before that bill passed, my exact language from the previous year's bill replaced the original bill in its entirety.

Under my bill, a felon's voting rights are provisionally restored if they continue to meet their legal financial obligations (LFO's...basically paying back their victims with monetary installments). However my bill also stipulated that **should the felon miss two payments in any given 12-month period, his or her voting rights could be suspended by the court.** The only way to regain the provisional right to vote would be for a felon to make 24 months of consecutive LFO payments. The provisional status would remain until the felon completes the entire LFO payment schedule.



The new bill with my language was challenged as to the constitutionality of restricting the right to vote, however the 9th Circuit US Court of Appeals recently upheld the law as constitutional, saying there was nothing wrong with it at all.

## In closing...

If you know someone in our district who might be interested in receiving these updates, please feel free to forward this e-mail to him or her.

You can always find information online by visiting my website at  
[www.SenateRepublicans.wa.gov/Carrell](http://www.SenateRepublicans.wa.gov/Carrell).

As always, if you'd like to contact me you can write, phone, e-mail, or stop by. My office phone number is (360) 786-7654, and my home phone number is (253) 581-2859. Or you can write me at **102 Irv Newhouse Building, P.O. Box 40428, Olympia, WA 98504-0428.**



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Sincerely,

Mike Carrell

28<sup>th</sup> District State Senator